With the opening of the Winter season, rists begin to flock from the North to the various rn resorts in Fiorida, the West Indies, Mexico, ad South America, and the coastwise steamship lines accordingly make preparations for increased business. The grandeur and beauty of the natural scenery and the ous climate of the Southern United States and cal America yearly attract a great number of ors during the Winter months. Many of those who formerly spent the Winter in Europe now go to the warmer countries of the New World instead. With many people it has become as regular a trip to go the Winter as it is to go to Saratoga. Newport. Long Branch, or the mountains in the Summer. Many hern people have Winter residences in the South, and there are large, well-fitted hotels in Florida and the West India Islands for the accommodation of visitors, where board can be had for from \$2 50 to \$4 a day. For the cure of consumption and kindred diseases there is ably no climate in the world more favorable than that of tropical America. It is estimated that about 40,000 people visit Florida every Winter, of whom onefourth are invalids, and thousands more go to the selands of the Gulf and the Curibbean Sea. During the ing Winter the number of visitors to the South bids fair to equal, if it does not exceed, that of former years, nding the hard times. The full tide of travel has not yet set in, but already some of the coastwise lines of steamers are carrying very full lists of engers. Within two or three years it has become sustomary for people hving in the West to go South by way of the Mississippi River and by rail, instead of by eccan steamers. This has had some effect in diminishing the passenger business of the steamship companies. The amount of freight brought North increases in the Winter, as the season for sufar and many tropical fruits opens in November and December. Within two or three years large quantities of garden vegetables, such as tomatoes, onions, squashes, turnips, cucumbers, sweet and Irish potatoes, &c., have been raised in Florida for the New-York market. As with the European lines, how-ever, the freight business of the Southern steamers is

tions for the Winter travel is the New-York, Havan a and Mexican Mail Steamship Company, F. Alexandre & Sons. This Company has six flue steamers, of about 0 tons burden each, running on their regular line from New-York to Havana every week. Recently they have established a new line, principally intended for ecommodation of Winter toucists. This extends from New-York to Havana, thence to Campeachy, Vera Cruz, Tampico, and other Mexican ports, to New-Orleans, and back by way of the Mexican ports and Havana to New-York. The round trip occupies about 50 days. It is expected that this will become a savorite route with those who wish to make a tour of Mexican coast. The round trip costs \$230, and the trip to New-Orieans via the other ports, \$130. From New-Orleans the tourist can return to New-York over-land. Steamers leave New-York on this trip every three weeks. Stoppages are made of from two to five days at the important ports. At Vera Cruz the steamers stop nve days to give passengers an opportunity to visit the City of Mexico by the new railroad completed a few onths ago over the mountains. The length of this road from Mexico to the seacoast is 300 miles, and it was twenty-five years in building. The scenery along this the Union Pacific Railroad where it crosses the Rocky Mountains. Trains leaving Vera Cruz in the morning each the City of Mexico at 8 p. m. The coast of Mex-co has not before been rendered easily accessible to ists from New-York, and the new line of steamers romises to be abundantly successful. The old towns of atan, such as Merida, Campeachy, and Tampico, are ancient customs prevail, and in the near interior the country is wild and abounding with ruins of the eccivilization. Large numbers go to Havana every Winter to escape the cold weather, This year the number will hardly equal the average, according to present adjections. Freights from Havana are rather dull The new sugar crop new just ready is very good. Tue imports of tobacco from Havana by this line are at present unusually small. Of the quantity imported t one-half is in cigars, and the removal nere. The New-York and Havana direct mail line, Wm. P.

Among the lines which have made special 'prepara-

& Co., will run three first-class steamers to Ha rana during the Winter, leaving New-York once a week. assenger traffic, and expects to carry a large proporpassenger traffic, and expects to carry a large proportion of the visitors to that port. Its freight business gives indications of an early revival.

The Empire line to Savannah, Wm. R. Garrison, agent, runs six sides wheel steamers, of from 1,200 to 2,000 tons burden, leaving Pier No. 43, North River, every flursday and Saturany. These steamers have been repainted and refitted for the Winter travel, and the number of passengers promises to be large. The vessels of this line go only to Savannah, Ga., from which place passengers are forwarded to Jacksonville, Fernandina, St. Augustine, and other points in Florida, either by steamer or by rail. The cost of a round trip steamer or by rail. The cost of a round trip

passengers promises to be large. The vessels of this line go only to Savannah, Ga., from which place passengers are forwarded to Jacksonville, Fernandina, St. Augastine, and other points in Florida, either by steamer or by rail. The cost of a round trip from New-York to the Florida ports and back is from \$20 to \$58. Two lines of steamers run from Savannah to Jacksonville, one outside and the other inland through the bayous and largoons along the coast. Connection is also established between Savannah and Jacksonville by the Atlantic and Gulf Railroad. Florida presents many attractions to visitors. Its cannot is very mild and healthful. Many Northern people gave Winter residences in various parts of Florida. Mrs. H. B. Stowe owns a pleasant villa situated in a beautiful orange grove at the viliage of Mandatin on the St. John's River. The scenery of Florida is principally tropical. Game abounds, such as quall, supe, wind turkeys and ducks, &c. and the lishing is excellent in the St. John's River. There are many places of historical interest—scenes of the stragge between the Hugaenots and Spanlarde, and of carry actovery—along the coast, and in the interior. There are comfortable hotels at the ancient town of St. Augustine, the oldest in the New World, as well as at Jac. sonville and other bounts. St. Augustine is one of the most interesting places in the United States. It possesses all the characteristic featores of an old Spanlah town. Boating on the bay, fishing at criving through the orange groves, are the Principal amusements. Among the objects of interest are the extledral and the bicturesque old Spanla fortress of San Marco. Steamers run up St. John's River through alternate spreading lakes and narrow passages of water to Indian River. This is a long straggling bay, separated from the ocean by a strip of sand. It is neted as one of the best fishing grounds in the country. Tarties, lobsters, oysters, &c., are caught in large quastities. Small steatmers also penetrate farm to be expressed for invalidas. Here i

Saturday. It presents about the same advantages to tourists that the other Southern inuse do, and the prices of passage are fixed at about the same race. Passences from Charlescot on the Galf cost.

The United States and Brazil Mail Steamship Company, william R. Garrison, accest, will run tour new steamers, each of more than 2.00 tuns burden, during the Winter, between New York and Brazil A steamer the Winter, between New York and Brazil A steamer the Winter, between New York and Brazil A steamer the Winter will have now you will be less than usual, but the freight business will probably be good. The principal Brazilian present provided the will be less than usual, but the freight business will probably be good. The principal Brazilian presents in the state of t

oranges and lemons, of which there is a large crop this year. Only from one-third to one-half of the lemons riponed ever find their way to market. Tuey are left to rot on the trees or are fed to swine.

The Texas line of mail steamers to Galveston, touching at Key West, will run five steamers during the Winter, sating from New-York every Saturday. Considerable numbers of people leave Key West and come north during the warm weather, but they nearly all return in September and October, so that at the beginning of Winter the travel is not great. A good many invalids go to Key West at this season. There are two large clear manufactories at Key West, which export extensively to the New-York market. These cigars are of a good grade, but not equal to Havanas. The trade from Texas in wool and hides is dull, although the season is only just opening, and the undness will dispatch a steamer from New-York every Wednesday. The treight business of this line is good, but few passengers are

Southern line for New-Orleans will dispatch a er from New-York every Wednesday. The treight as of this line is good, but few passengers are d.

The Southern line for New-Orleans will disparch a steamer from New-York avery Wedneaday. The reight business of this line is good, but few passengers are carried.

A new line of steamers has just been established by C. H. Mallory & Co., between New-York and Morehead City, N. C. Steamers will be dispatened every week during the Winter. At Morehead City the line connects with the North Carolina and Atlantic Railroad, leading into the interior by way of Newbern and Raiegh. This will be principally a freight line for the transportation of cotton and naval stores.

The Old Dominion Steamship Company have made preparations to compose for a portion of the Florida travel. For this purpose they will run two or three extra steamers a week to carry freight in order to leave their regular steamers, which leave here every Taesday. Thursday, and Saturday for Norfolk, Va., free to carry passengers. Arrangements have been made for through connection at Norfolk with the Atlantic Coast and Atlantic and Gulf Railroads. The Company will run five first-class passenger steamers of from 1.500 to 2,250 tons beyden. The freight business of this line is very good, comprising, principally, cotton and tobacco. Large quantities of dried fruit and peannits are also brought from Norfolk. A large number of passengers are expected during the Winter.

The New-York and Bermuda Mail Steamship line has made special preparations for the Winter. The, will run two first-class from steamers, leaving New-York every fortnight. The Bermuda Islands, which he about 700 miles south-east of New-York. Excursion tekets to Bermuda and return, good for the season, cost \$50 in gold. The climate of Bermuda is very equabre, and recently the cultivation of garden vegetables and fruit has been extensively carried on there. In the Spring these productions are exported to New-York, and recently the cultivation of garden vegetables and further, and the geological formation of the whole group is peculiar, as they are composed of coral debris throw in the potter. The rena

engers. veral other small lines of steamers are interested in Several other small lines of steamers are increased in the Winter travel. Among these are Marray's ince and time Black Star line, ranning from New-York for Savannan every Tuesday and Satarda, r specayory, and providing good accommodations for passengers. Several lines of steamers ran Souta from Boscon, Briti-more, and other Atlantic ports. Takes who have sime for a long sea voyage embark for Southern ports in sailing vessels.

#### THE STRANGER IN FLORIDA.

PLEASANT ROUTES BY SEA AND LAND TO THE STATE-COST OF CONVEYANCE AND BOARD-ADVICE RE-

GARDING CLOTHING. To the Editor of The Tribune.

SIR: Since so many of your readers go devote space to a better purpose, "about this time," annually, than giving them some information about the State. I take New-York as the starting point, because it is the best for freight or passage, though steamers run from Boston, Philadelphia and Baltimore to Savann h and schooners from these ports to Jacksonville, water carry freight remarkably low. From New-York, senous ers sail every week; and there are four or uve lines of good passenger steamers to Charleston and Savannah, where passengers transfer, on through tickers upon good boats, to the St. John's and any point below Pilatka, which is one hundred miles from the mouth. The Savar-nah steamers sail Tuesdays, Thursdays and Saturdays, making the passage in three days or less. Tarong. tickets to Jacks inville cost \$27.75, including state-room and meals upon both ocean and river steamers. It is the same via Charleston; steamers leave-I believe-Wednesdays and Saturdays. The steamers Dictator and City Point leave Charleston Tuesday and Saturday evenings. All the river steamers land at Mandarin-Mrs. Stowe's place-Magnolia, Green Cove Springs and Tocol, the railway station to St. Augustine. The boats do, more than 150 miles, both upon the St. Jour and the Ocklawaha. There is an all-rail route by care through Washington to Richmond, Weldon, Charleston, Savannah, etc. At Richmond passengers often divine, part going toward Weldon and part by way of Danville, Greensboro', Charlotte, Columbia, Augusta, Savannah. So those who go by Weldon and Wilmington may go by

ad at 2 o'clock on the Danville train, which w reached in time for breakfast, and departed at 6 a. m on the Air line, a new route to Atlanta. We reached Atlanta at 9:18 that evening, and were on the train for Macon at 10: and here comes the exception. That piece of road-103 miles to Macon-is run by the Central Georgia Railroad Company, waich will not allow a Pullman car upon any of its lines, and compels passengers to travel in the most antique cars. At Macon passengers have two hours for rest and breakfast, and then a day'e ride upon a slow train on the Brunswick Road to Jessan. The time from New-York to Jacksonville, with close connections, is three days by the shortest all-rail route.

There is one other pleasant all-rail route from Wash ington; via Manassas, Warrenton, Culpepper, Charlottesville, Lynchbarg, Bristol, Kaoxville, Cleveland, Datton. and Atlanta. This route is through the great East Ten nessee Valley, one of the grandest farming regions in the Atlantic States, and all the way through a region of beautiful mountainous scenery-the blue Ri-ige upon one hand and the Cumberland Mountain on the other. The routes near the sea coast are flat and uninteresting, being mostly through sandy plue woodlands, some of which, having an impervious under-strata, hold the water up to the surface, giving an impression, though wrong, that the country is very swampy.

Having given the cost and time of getting to Florida. I will simply say to those who need to visit a milder chante for health, you cannot come too early nor stay too late. I fully believe the Sammers here would be more beneficial to invalids than Winter, and there is no more difficulty in ability to endure the heat than at New-York or Boston. The Summer nights are undoubtedly more comfortable here than there, and the country is not a sickly one. Fever and ague prevail in dangerous localities, but generally of a mild form. As to the cos; of living for families here, it is considerably less than at or near New-York, according to the figures upon my family expense book in both places. Those who are not invalids, and who would come here for pleasure or to avoid the rigor of a Northern Winter, and enjoy a climate that is not merely delightful, but one that has not five days in all the Winter and Spring mouths that those in deficate health cannot enjoy out doors, may, will, and do come here at all times from October to May. I think whatever time they come they never should return North before May, and probably not before June, unless

### THE COURTS.

AN ALLEGED SMUGGLING CONSPIRACY. THE TRIAL OF INSPECTOR HARRIS FOR PASSING CIGARS FREE OF DUTY-HIS ALLEGED PARTNER

A STATE'S WITNESS. Francisco Avellanet is jointly indicted with Custom-house Inspector D. P. Harris for smuggling about 20,000 choice eigars into this port, and when the case of the latter, who has demanded a separate trial was called yesterday, in the United States Circuit Court, before Judge Benedict, Mr. Courtney of counsel for Harris asked for a further postponement. He had learned, only a few days ago, that Avelianet would be used as a State's witness against his client, and he had not had time to hunt up his antecedents, and determine from them whether or not he was worthy of belief. It order to do so it was necessary to send to Cuba, where Aveilanet had hved for several years. In opposing any further postponement Assistant United States District Attorney Purdy said that, as the case was called on the 9th, and set for trial ou the 15th, when it went over, counsel for the defense knew all about it, and were in fact as well prepared for trial as they ever would be Mr. Ernart of counsel for the defense claimed that it would be unfair to force Harris to trial before he had had time to consider Avellanet's character, and blamed Mr. Purdy for "so persistently pressing" the case. Mr. Purdy replied that the counsel's remarks were made for the purpose of exciting the sympathy of the jurors pres-cut, and Judge Benedict stated that he did not think the

case had been unduly pressed.

After some further discussion, the Judge said that he saw no good reason for granting a further postponement, and the following jury was impaneled: W. H. Alieu, H. P. Havens, Chandler Robbins, W. C. Kimball, G. H. Allison, G. W. Gaffit, John Wieland, William Green-

Alien, H. F. Havens, Chandler Roboths, William Greenwood, J. R. Elmonds, J. K. Dalton, Isaac Rosenfeld, and J. J. Satton.

According to Mr. Purdy's opening remarks, Avellanet, while on a pleasure trip in this city, met Mr. Harris, and entered into a conspiracy with him to sanuage cigars into this port, in which Avellanet was to ship the eigars from Havana, while Harris, by means of his official position, was to pass them free of duty. Operations were begin in April, 1874, and were continued until September of that year. For passing the eigars free of duty ifarris received from \$150 to \$250 on each shipment. In September of the captain of the Crescart City, in which yessel some of the cigars were snuggled, discovered the conspiracy and informed the sathorities of it. Such information led to the scizare of the 20,000 cigars in question, and to the arrest of noth Avellanet and Harris.

At the close of his remarks Mr. Pardy, by permission of the Court, entered a nolle prorequit in recard to Avellanet and put him on the stand as the main witness for the prosecution.

of the Co-rt, entered a notic prosquain regard to yellanet and put him on the stand as the main witness for the prosecution.

According to his testimony he first met Harris at Pier No. 13, N. R., where he told him he would be happy "to no something" for him, and that if he would "bring some eights in a quiet manner," they "would both make money." A few days after, Avelanet returned to hardoney." A few days after, Avelanet returned to hardoney, when Mr. Harris examined his baggaze, adong when were three tranks containing 13,000 eights and jox of gin. Wane Harris was examining the baggaze, Avelanet, as he stated, told Harris that he had a quantity of cigars with him, and Harris said, "all right, I will see you about it by and by." In the evening Harris and Avelanet at the Spanish Hotel, and received from him "\$150 fer passing the cigars free of duty." This was in siay, 154, and in July of the same year avelanct brought in the Morro Castle 10,000 more cigars and another jue of gin, and for passing them free of duty Harris receives \$100. In September, 1874, Avelanet prought more cigars and gin in the scamers Commons and Crescent City, and or passing them free of duty Harris was pand \$300. At this p-ant in the wishess sort the Court augustics of the day. Aveilanet is a short, theck-set, demonstrative Fignalard, with a forman cast or continuous.

#### TWEED'S APPEAL.

wha much osteniation.

THE RETURN TO THE WRIT OF CERTIORARI. Wi.lard Bartlett and District-Attorney Phelps came yesterday before Judge Barrett, in Oyer and Teraquer, to settle the form of the return to the writ of certiorari, on which the appeal from the refusal to re iease Wiinam M. Tweed on haveas corpus till all the terms of his sentence are expired is to be carried to the

certorari, on which and appears corpus till all the lease without M. Tweed on habeas corpus till all the terms of his sentence are expired is to the carried to the Court of Appeals. After some private discussion the return was made in the following form:

The answer of the Court of Oyer and Terminer in and for the City and County of New York to the loregoing wit of certiforari. In obscionare to the said writ it is hereby certified and returned to the Supreme Court that on D.c. 16, 1874, a pertition was presented to Justice Lawrence of the Supreme Court of which a copy is hereto annexes, marked "A." That thereupon a writ of nabeas corpus, returnated in the Court of Oyer and Terminer, was aboved and issued, of which a copy is hereto annexed, marked "B." That at the time and place in said with mentioned, to wit, Dec. 17, 1874, at the new Court, one to tee Court, the Warden and the Court of Oyer and Terminer, was aboved and and thereappear, and the Warden made a return to the wird, the warden came into court and produced the body of Tweed; the District-Attorney for the Court of the Court of Oyer and Terminer, and the Warden made and field a RANGPARARIES—The Termin of which a copy is hereto an marked "C." That thereupon Tweed made and field a RANGPARARIES—The Termin of which a copy is hereto an marked "C." That thereupon Tweed made and field the District-Attorney for the Court of Oyer and Terminer, and the District-Attorney and the District-Attorney to strike out the third, toorth, afth, sixth, seventh, eighth, and tenth arthers of the traverse. The Court, without passing central traverse, and the reduced such mainly to near the proofs and allegations where so is and traverse, and the reduced such mainly to near the proofs and allegations when a record of justiment was put in evidence, I mere acopy is serewise placed marked "E." and signed for heartification by the Cherk of this Court, The relator the counter of the proofs and allegations where a record of justiment was put in evidence, I mere the proofs and allegat

the proceedings before the Grand Jars, by water the indication in the action was foliat, of water minutes a cop, is hereto amexes, marked "F." The evidence was odded to as frie evant in test, and incompetent to prove the fact thereby sought to be established, and the oil ction sustained. The relator then offered in evidences the minutes of the Cerk of the Court of Oyer and Lemmare, or which minutes a copy is mereto amorked marked. "G," snowing the windred of the jury as rendered by the oil to the verdict of the jury as rendered by the oil to the verdict, and the only eatry made in the minutes of the Court concerning the same. The cyndence was objected to as intelevant and the oil red in evidence the motion papers, a copy of which is mereto amore at hisrared. "H," upon a motion to correct the record of judgment so as to make it conform to the verdict as remered and emered. The evidence was objected to as irrelevant and iscompetent, and the ooffection sustained. The relator then offered in evidence the bill of exceptions, taken on the treat of the criminal action, of which is accounted in evidence the bill of exceptions, taken on the treat of the criminal action, of which a copy is herewith produced marked "L" and signed for indentineation by the Clerk of this court. The evidence was objected to as irrelevant and monompetent, and the oof-genion sustained. The relator then proved that the fine of \$250, minimed in the first sentence contained in the record, was paid by Windam M. Taked on Nov. 25, 1874, and it was adminted that he had been imprisoned under the warrant of said comminment more than only year prior to the granting of the Windows of the windows and flaures following: Upon hearing on the parties, ordered by the Court that the wint of habeas corpus be and flaures following: Upon hearing on the answer to the return, and after hearing the proof of the parties or offered by the Court that the writ of habeas corpus of and flaures following: Upon hearing on the parties, ordered by the Court that the writ of habeas corpus of an is hereby disminsed, and the prisoner is remained to the return, and after hearing the proof of the record of Judgment in said criminal action, the criminal action, to the criminal action, the the fact thereby sought to be established, and the

The papers referred to have been already published except the judgment record, and the bill of exceptions,

which are two large volumes of nearly a thousand page The issuing of the return was delayed till to-mor row, as some of the papers were not copied. The argument has been noticed for the first Monday of January.

### A STOCKHOLDER'S RIGHTS. SUIT AGAINST THE NEW-JERSEY SOUTHERN RAIL

ROAD.

A suit brought by Daniel B. Allen, a stockholder in the late Raritan and Delaware Bay Railroad, against the New-Jersey Southern Railroad and its directors, and the four directors of the former road who constituted its Executive Committee, and others, was argued yesterday on demurrer, before Judge Van Vorst, in the Supreme Court, Special Term. The plaintiff, as owner of 1,093 shares, on behalf of himself and atl other stocknolders similarly situated, charges that, in 1866, 1867, 1868, and 1869, Charles Gould (now dead). H. M. Alexander, Ashbel Green, and S. G. Wheeler, jr., were the Executive or Managing Committee of the Raritan and Delaware Bay Railroad, and that in those years they deliberately planned to reduce the profits of the & Co., a Company which was really themselves, very unfavorable to the company, and in this way allowed a befault to be made on the interest of the first mortgage for \$1,000,000; that the bondholders commenced a toreclosure; that after this these parties compromised their foreclosure suit so as to obtain control of it; that a master in chancery was appointed June 26, 1869, to sell, and on Sept. 14, 1869, made a nominal sale at a nominal price of all the Company's property, but has never filed any report of sale; that on the same day these four defendants, with others, met and and organized a new company with the old name, of which they became the officers, mortgaged the property of the old simple of the old straightful of the property of the old straightful of the property of the old straightful or the work of the straightful of the property of the old straightful or the work of the property of the old straightful or the property of the straightful or the property of the old straigh nominal price of all the Company's property, but has

Company for \$2,000,000, and offered stock in the new Con pany to the old stockholders at the rate of one new share for five old ones and \$5. Subsequently an act was passed by the New-Jersey Legislature to amend the riginal act incorporating the first Company, in which original act incorporating the first Company, in which
the forcelosure was declared valid, and the name of the
Company changed to the New-Jersey Southern Railroad
Company. The suit seeks to bring the estate of Mr.
Charles Gould and the other three members of the Ex-

Company. The suit seeks to bring the estate of Mr. Company. The suit seeks to bring the estate of Mr. Charles Gould and the other three members of the Excecutive Committee to an accounting, and to hold them responsible for any loss they may have fraudulently caused to the stockholders, and to hold the new Company responsible to the extent of the property they have received from the old Company. Two of the principal defendants have answered, denying all fraud. The others, including Jay Gould, who is merely made defendant because he is President of the new Company, demure. Mr. Gould's special demurrer is that he is in no way shown to have any responsibility. The demurrers of the others are that the courts of New-York can have no jurisdiction over a New-Jersey corporation, and if they have in matters merely incident to it, certainly not in matters involving the constitution of the corporation; that the Raritan and Delaware Bay Raliroad has never come to a legal end, its charter providing that its ofheers shall continue to hold office in default of a legal election of new ones, and is a necessary party to this hitigation, which, if the plaintiff succeeds, may revive it in full vigor, and that the plaintiff, as a stockholder of the old Company only, has no standing in court, being meither trustee nor creditor.

In answer to the first point it was argued for the plaintiff that the corporation had an office in the City of New-York, and its steamboats were in New-York waters every day; that the general jarisdiction of the courts of cquity over corporations in all cases where the property or officers of the corporation were within its domain was undoubted, and that all the personal defendants were served personally with process within this State. To the second point they answer that the old Company has been compactely merced in the present Company, which is its successor, and therefore it would be impossible to make it a party, and floalily that the plaintiff certainty had a right to recover any thing of which he had be

In the Court of General Sessions yesterday George Reilly, who robbed Luther Bryant, the comseller on William-st., was brought up for sentence, and was committed to the State Prison for ten years.

CIVIL NOTES.

A suit was brought by David Groesbeck, some years ago, against Trinity Church, represented by its rector, the Rev. Dr. Dix, and Senior Warden Wm. E Dunscomb, to distribute its property among Protestant churches on this island, on the ground that Trinity had departed from the purposes for which it was endowed, departed from the purposes for which it was endowed, and that other denominations more truly represented that purpose. The church demurred, and this demurrer and a motion for a receiver were argued at great length before Judge McCann. He thadly gave an chatorate opinion, the result of which was, "Application denied. Demurrer sustained, and plaintiff not allowed to amend." No judgment was entered on this decision, given about four years ago. Yesterday, on an affidavit of the Rev. Dr. Dix as to the facts, Judge Bedgwick granted an order dismissing the complaint.

In the reference to take testimony in the suit of Angell agt. the Eric Railway Company and others, to be used on a motion for an injunction in that suit William Butler Duncan was examined as to the 5,000 shares of New-York, Buffalo, and Erle stock which is charged to have been improperly bought by Erie. He stated that the stock was delivered to him under a stated that the stock was delivered to him under a written contract by John A. C. Gray to be held in escrow rill certain notes of the Eric Railway Company for \$75,000 were paid. He denied any particular knowledge of the operations of the Compannes, but considered his position as rather that of a friendly adviser. Mr. John A. C. Gray was then placed on the stand and testified that he purchased the stock under the agreement for the Eric Railway Company, but declined to say of whom he had purchased it, that being a private business matter. The proceeding was adjourned pending the discussion of his duty to answer.

An application was yesterday made by the Hadson River Railroad Company, to Judge Don-ohue, sitting in Supreme Court Chambers, for the appointment of commissioners to fix the value of land they claimed to be necessary to them to connect their tracks with the five blocks occupied by them below Sixty-fifth-st. The strip they want is about 64 feet by 125, and fifth-st. The strip they want is about 64 feet by 125, and is in the block between Sixry fifth and Sixty-sixth-sts, and the E eventh ave, and Hudson River, across one end of which their track now runs diagonally. They desire to make a switch and curve on the west side of their track leading to their new cattle-yards and elevator and grain warenouse. The block is owned by the Metropolitan Gas Company, who oppose it, claiming that it was not needed by the company; that they, being a public corporation, are not subject to the law of emment domain, and that this extension will shut them off from the wharf waere they receive their coal. The matter was referred to John S. Livrence to take proof of the Lets. H. H. Anderson and Mr. Lomis, for appellants; Judge Fancher and S. P. Nash, opposed.

Charles Watson, who was arrested last April on a charge of laving rotated Section 44 of the Benarapter act, was honor-ably discharged resteriary by Commissioner Betts. At the Essex Market Police Court yesterday, Ludwig Hesse and Theology Rieser of No. 9 Secondays, were held for trial, charged with giving dramatic pelorina (see on Sunday....Mary Meyers as held in \$1,000 noil for stealing \$50 worth of clothing from Muna Edwards of No. 204 Allenet.

At the Tombs Police Court yesterday, Henry

Brooklyn, as security.

In the Court of General Sessions Caleb Harris (coord) was convicted of carrying a stong anot, and sent to the Peastentary for a year....thristy Daly and Toomas Dallon pleaded guilty of an attenua at grand hareny, and were sentenced to 2½ years in the Pentitentary...Henry C. Action pleaded guilty of grand thready, and was sent to State Prison for 18 moutas....Mary W. Williams, for picking a pocket, was sent to State Prison for ½2 years....John Ryan and John Smith, for attempts at hurghers in the found degree, received the same wenter.....Wi han Kerly and Edwart Maker went into a lager-beer valoud, and, finding the proprietor advers, routed hom of a \$200 watch. The ceiter, haven been in State Prison before, was sent tock for 10 years; Ansier being only 19, and not having hern coavieted before, was sent to the Pennesulars for 7 years and 6 months.

Supreme Court-Chambers-By Judge Donohue, offman agt. Merrill, -Judgment grouel. First National Bank of idileton agt. Stowell et al. -Gover trained appending received and set Smith, -Reference ordered. Lowenthal agt. Stevens.-Re-

Superior Court—Special Term—By Judge Sedg-wick—In the matter of the guition of Stephen F. Beekman for an order that two extain mortgages be discharged of record,—Order set-elled. Grossbock upt. Damendre et al.—Order dismissing amended complains as to the defendant, Morgan Dix, granted

### CALENDARS-THIS DAT.

SUPREME COURT-CHAMBERS-DONORUE. J. SUPRIME COURT—CHARDERS—DONORUE, J.

42. Nichols agt. Hardy, &c.
75. The Mayor, &c., agt. Ge76. Obrig, &c., agt. Gleason.
&c.
77. Assunders, &c., agt. WilInnexon.
121. Security Bank agt. Smith.
&c.
126. Matter of the Receivership
of the Columbia Ins. Co.

General Faces — Adjourned for the Term.

the Columbia Ins. Co. ; natt, &c.

GENERAL TERM.—Adjourned for the Term.

SPECIAL TERM—VAN VORST. J.

Demarrers.

23. Worth Penn. Iton Co. sgt.
Demarrest.

25. Greaves agt. Youge.

13s. Met. Ins. Co. sgt. N. Y. B.

25. Greaves agt. Youge.

168. Caster agt. O'Donoghu et al.

CIRCUIT-PART I .- Adjourned for the Term.

CIRCUIT—PART I.—Adjourned for the Term.

PART II.—Adjourned for the Term.

PART II.—Adjourned for the Term.

PART III.—Adjourned for the Term.

PART III.—Adjourned for the Term.

PART II.—Adjourned for the Term.

PART II.—Adjourned for the Term.

COMMON PLRAS—TORN TERM.—Adjourned for the Term.

TRIAL I REM—TART I.—Adjourned for the Term.

TRIAL I REM—TART I.—Adjourned for the Term.

PART II.—Adjourned for the Term.

PART II.—Adjourned for the Term.

PART II.—Adjourned for the Term.

GRNERAL SERVING MART FOR THE TERM.—Adjourned for the Term.

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## DEPARTURE OF FOREIGN MAILS.

For Europe, via Plymouth Cheroure and Hamburg, by steamen; Lessing, mails close at 11:30 a. m. A Supplementary Mail is closed at the Post-Office at 1:30 p. m. Neemaking sails at 2 p. m., from the foot of Present. Roboken.

WEDNESDA1, Duc. 50.

Mails for Europe. via Queeastown and Laverpool, per the steamship Java, close at 7:30 a. m. A Supplementary Mail is closed at the Post-Office at 0:30 a. m. Steamship sails at 10:30 a. m., from Ounary Doct, Jersey City.

Mails for Kingston, Cartacena, and Savanilis, by the steameh p Clarhel close at 11 s. m. Steamship sails at 1 p. m., from Pyer No. 51, North River.

Mails for Form.

Clarinel close at 11 a. m. Steamship sails at 1 p. m., from Fyer No. 51, North Haver,

THURSDAY, Duc. 31.

Mails for Europe via Plymouth. Cherabourg and Hamburg, by steamship Westphains, close at 11:30 s. m. A Supplementary Mail is closed at the Post-Office at 1:30 p. m. Steamship sails at 2 p. m., from pur foot of Third-st. Holosten.

Mails for Havana, by the steamship Crescent City, close at 2 p. m. A Supplementary Mail is closed at the Post-Office at 2:40 p. m. Steamship sails at 3 p. m. from Pier No. 13 N. E.

FRIDAL, Jan. 1.

New-Year's Day—The Post-Office and all Mails will be closed at 10 s. m.

Malls for Newjoundland close at the New-York Post-Office every day at 1:30 p. cs.
A Mail for Halifax, N. N., is closed at the New-York Post-O-lice every day at 6 p. m.

day at 6 p. m.

SATURDAT, Jan. 2.

Mails for Great Britain and ireland, by the steamship Balbic, close at 11 a.m. A Supplementary Mail is closed at the Post-Omec at 11:30 a.m. Steamship sails at 1 p. m. from Fer No. 25 North Silver. For Europe, via Southampton and Bremen, by the steamship Neckar, mails close at 11:30 a.m. A Supplementary has its closed at the Post-Office at 11:30 p. m. Steamship sails at 2 p. m., from Pier 100t of Thirdst, Hobeken.

PASSENGERS ARRIVED. PASSENGERS ARRIVED.

PROM LIVERPOOL—In steemship Adviate, Dec. 28,—Mrs. J. T.
Darwighter, M. G. Mrs. Ws. Cumming, Mr. Dalwirr, Geo. W.
Luyster, R. G. Spilsburr, Mr. and Mrs. H. B. Williams, J. Auz. Dargen. George Chalmers, Comminder C. A. Babcock, James Themas, M.
Stetthelmer, M. Wilhor, Mr. Simore, Theo. Stewart, Jas. H. Walker,
Bra. G. Some, Mr. and Mrs. Joseph Garaide, J. Van Gaasbeek,
W. Harris, R. Woodward, Mr. and Mrs. R. R. Raimond, D. McNaughton,
dames F. Butler. George Pendle, Mr. Sykes, J. D. Harrison, A. Wildmith, Col. Leopold Markbreik, Wm. Petitis, Brown W. Webb, G. C.
Istetheller, J. Musson, Jr. A. G. Glöver, W. F. Leills, W. F. Helby,
V. L. Graat, J. B. Swasey, R. H. Loomis.

### SHIPPING INTELLIGENCE

BATK R. B. CARDENN (of St. 2008, Markenibo 26 days, in ballest. achr. Teazer (of Freeport), Bunker, Maraenibo 26 days, in ballest. achr. Teazer (of Freeport), Bunker, Maraenibo 26 days, in ballest. FOREIGN POINTS, Quessyrows, Dec. 28.—The American Line steamblip Pennsylvania, Harris, from Philadelphia Dec. 17. arrived here this morning, and proceeded at 12 m. for Liverpool.

SOUTHANION, Dec. 28.—The North German Lieuf's steamblip Pennsylvania, Company, and Pennsylvania, and Pennsylvan

Brannetweig, Undertex, from Bandon's bereast Western, Windham, sailed Bristot, Der. 28. — The steamship Great Western, Windham, sailed beare on Satordar, for New-York, CAMDIPP, Dec. 28. — The steamship Glamorgan, Laybourne, from New-York Dec. 15, arrived here to-day; HAYANA, Dec. 27. — The steamship Columbus arrived here this morning, from New-York, The ASTERN.

Ing. Irom New York.

DISANTERS.

LONDON, Dec. 28.—The brig Hermann. at Liverpool to day frem Charleston, is more damaged.
PORYENOUTH, N. H., Dec. 28.—The sehr. Kossuth, from New-Terk for Boston, loaded with lamber, went ashore on Clark's laland, in this harber. Sunday night, and is ful of water.
PMILADELPHIA, Dec. 28.—The sehr. Helen A. Locke. from Porto Rico for New-York, loaded with oranges, went ashore last night; all bands were awed. The vessel was owned in Boston.

FOR Latest NASD Acres see Fifth Page.

#### Sales on Anction

BY BANGS, MERWIN & Co., 656 Broadway, BY JOHN H. DRAPER & CO.,

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY with sell 30,000 TONS SCRANTON COAL WEDNESDAY, Dec. 30, at 12 o'cloca noon. at 26 Erchange place. SAMUEL SLOAN, President.

#### Enrnunre.

MISFIT CARPETS.—Good second-hand and music Carrents a specialty; all sizes, rich patterns, very cheap. 112 Fulton-st. near Nassan, side entrance.

PHELPS, DOREMUS & CORBETT, Nos. 264 and 266 Canal-st. 1 1875.

Propose to sell for net cash, on or before Jan. 1 1875.

THER IMMENSE STOCK OF CABINET FURNITURE AND UPROLYTERY GOODS.

T. G. SELLEW,

OFFICE AND LIBRARY FURNITURE,

No. 103 Feation-st.

FINE CYLINDER DESKS.

WEEKLY OR MONTHLY PAYMENTS for FURNTURE, CARPETS, and BEDDING, at B. M. COWPERTHWAITE & CO.S. Nos. 155 and 157 Chatham-st AN IMMENSE STOCK AND LOW PRICES.

#### Aliscellancons.

BRUSHES of every description at the press JOHN K. HOPPEL, Manufacturer and Importer. GYMNASIUM.—Mr. VICTOR RENOUF of the Frence Gymnastic Cith. deares to give lessons in Gymnastic Cith. deares to give lessons in Gymnastics in college. Address VICTOR RENOUF, professor, 226 Thompson-st., New-York City.

Now ork City.

NOTICE is hereby given that the subscriber has been appointed by the Supreme Court Receiver of all the stock, property, things in action, and effects of THE VULCAN MANU.

Receiver of the stock, property, things in action, and Vulcan Manufacturing Company. \$1,000 REWARD.-R. J. DALLAS, Bank

### BOKER'S BIFTERS.

Beware of Counterfeits.

### Tre Gream.

HORTON'S ICE CREAM, being masse from pure Cream, is most S1 GO PER GALLON.
CHARLOTTE RUSSE AND JELLIES,
DELICIOUS AND CHEAP.
Families, Boarding Houses, Parties, Churches, Pairs, etc., premptly
samplied, Depots, 305 Fourth-ave, and 1,264 Broadway.

### Marvie and Siate Mantels.

AT GREATLY REDUCED PRICES.—An extensive stora of Marible and Marblescod Marible Surface of the trade. A. KLABER, 134 East Eighteentheat, near fundations, S. Y. A GREAT reduction in prices of Marble and Marble and Marble Huntels, all kinds of Fleor Triing, Monuments, Headstones, Sahs for Plumbers and Cabinetmakers, now offered at S. KLA-bER & Co.'s Steam Marble Works, Nos. 217 to 223 West Fifty-first-st., near Broadway.

CTEWART's Slate Mantels, Marble and Wood Martels, Richard elegant designs at the lowest prices, 220 and 222 West Twenty-third-st. between Seventh and Eighth-aves.

### Stationern.

SLOTE & JANES, Stationers, 93 Fulton-st. 200 DIFFERENT styles of DIARIES.

TOWER, GILDERSLEEVE & Co., 361 Broadway, near Franklin

# Dentistrn.

DR. WAIT & SON, 45 EAST 23D-ST., have a new metallic base for Artificial Teeth, which is lighter, stronger, and cooler than any other, and, being a perfect conductor of animal heat, it is perfectly healthy—only \$30 per set. Ther also insert superior Platina, Gold, and Rubber work at low prices. Fine Gold Plugging a apecially. Teeth extracted under pure fresh gas at \$1 for the first, and 50c, each succeeding. A young lady in attendance.

### Legal Notices.

NEW-YORK SUPREME COURT, CITY and COUNTY of NEW-YORK—WILLIAM B. DOUGLAS, WILLIAM A. HAINES, and DOUGLAS MERRITT, acting Executors of the Last Will and Testiment of Googe Metrit, decreased, plaintiffs, agi, ALDEN B. STOCKWELL, BESJA MIN P. HOWE, JENNE HOWE, ARRAH F. HOWE, COUNELLA M. HAWKINS, and RICHARD HAWKINS, her husband, and THE HOWE MACHINE COMPANY, defendants. Summons—For Relief. (Com. not served.) To the Defendants and each of them. You are hereby summoned and required to answer the complaint in this section, which will be filed in the effice of the Circk of the City and County of New-York, at the Court-house in said city, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 46 Pineset, in said city, within twenty days after the service of this summons on you, exclusive of the day of 

of the Clerk of the City and County of New-York on the 16th day of December, 1874. A. W. W. VAN VECHTEN, Plaintiff Autoriey.

SUPREME COURT, City and County of New-York.—George W. f. Lord, Samuel Lord, Jr., and Thomas Varker, Plaintiffs Automas W. Kennart, Defendant.—Summons for moner demand on contract. (Com. not ser.)—To the defendant above named. You are hereby nummoned and required to namer the complaint in this action, which will be fired in the office of the Clerk of the Supreme Court, City and County of New-York, at the County Court-home, and to serve a copy of your answer to the said complaint on the subsenders at their office, Number 11 Panest. New-York City, within twenty days after the service of this nummons on you, exclusive of the day of such service, and if you tall to answer the said complaint within two for the service, and if you tall to answer the said complaint within the time aforesaid; the plaintiful to answer the said complaint within two for the create, the laterest from the first day of Norember, one thousand eight hundred and seventy four, besides the coats and disbursements of this action.—Dated New-York, December 11th, 1874.

The complaint in the above-entitled action was filled in the office of the City and County of Now-York on the 14th day of December, 1874.—Date1 New-York, December 14th, 1874.

d15 lawfortu CHITTENDEN & HUBBARD, Plue actives

European Advertisements.

# Goodall's Quinfne Wine:

The BEST and MOST AGREEABLE TONIC ret introduced. For the selled of Indigerinos, General Debuity, and Loss of Appetite it is invaliable. Recommended for its purity by the Food Journal, Arthur Hill Hassail. M. D., Wentworth L. Scott, exc., F. C. S., F. A. S. L., F. R. S. S., &c. Sold by Groers, Olinea, and Chemista, is large bettles, at 2a cach. Beware of imitations. Prepared by GOODALL. BACKHOUSE & Co., Leeds. Excland

Steamboats and Railroads.

BRIDGEPORT, and all points on Hot and Sourciset Railroads. Pare 31. Steamer BRI. leaves Categorie silp at 11:30 a. m. and Brideeport at 11 p. RAYON CASSARINE All PARTIES A. M. and Bridgeport at 11 s. M.

CENTRAL RAILROAD OF NEW-JERSEY
ALLENTOWN LINE TO THE WEST. —Passenger and Principle
Estation in New York, foot of Labortest. Councets at Somerville with
Seath Branch R. R. : at Hampton Junction with Dol., Look, and Work,
R. R. at Philipabure with Labigh and Suncycleman Division; also with
West: also to Control. Direct line to Harracoure, Principungh and the
West: also to Control. Direct line to Harracoure, Principungh and the
West: also to Control. Direct line to Harracoure, Principungh and the
West: also to Control. Direct line to Harracoure, Principungh and the
West: also to Control. Direct line to Harracoure, Principungh and the
West: also to Control. Section 18 (No. 1874). —Leave New-lors as follows:

5:1D a. m.—Nama Traux for Plemington, Easton, Bethleisen, Bethleisen, Ranch Chunh, Tamsqua, Tamaneed, Wilkenbarre, Sterneies, &c.

Allestown, Manch Chunk, Tamaqua, Tamaveus, ten, &c.
6:00 a.m.—Way Train for Enaton. Belvidere, Mauch Chunk, W.
7:00 a.m.—Way Train for Enaton. Belvidere, Mauch Chunk, W.
7:00 a.m.—Way Train for Enaton. Belvidere, Mauch Chunk, W.
barre, Pittaton. Mabasoy City. Mt. Carnel, Hasteton. Tunkheas
Towanda, Waveriy, &c. Connects at Junction with Del., Ladk.
West. R.
9:00 a.m.—Morriso Expanse, daily (except Sunday), for En
Albentown, Harrisburg, and the West. Connects at Somerville
Primagton: at Easton for Mauch Chunk Tamaqua, Towanda, W.
barre Scranton, &c., with through cars to Danville, Wildampeet,
10:30 a.m.—Way Train for Somerville.
12:40 p. m.—Expanse for Firemagton, Easton. Bath, Allens
12:40 p. m.—Expanse for Firemagton, Easton. Bath, Allens
12:30 p. w.—Way Train for Maston, Catazanqua, and Belvidere,
3:30 p. m.—Way Train for Plainfield. On Scitzerdays only to Se
ville.

ville.
4:00 p. m.—Way Trais for Easton, Allentewn, and Manch Chunk.
Connects at Junction with Del., Lack, and West. R. R.
4:30 p. m.—Way Trais for Somerville and Flemangion.
5 p. m.—Way Trais for Somerville.
5:15 p. m.—Way Trais for Plainfield.
5:15 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 5:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 5:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 5:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 5:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 5:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 6:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 6:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 6:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 6:30 p. m.—Ewayling Express, daily, for Easton, Allentewn, Manch 6:30 p. m.—Ewayling Express, daily, for Easton, daily, for Express, daily, for Easton, daily, for Express, dail

o. &c. i and 6:45 p. m.-War Trains for Somerville. 1:30 p. m.-(Emigrant)-For Easton.

730 p. m.— (Emigrant)—For Easton.
9:13 p. m.—War Train for Somerville.
19:13 p. m.—War Train for Somerville.
19:00 p. m.—For Plainfield.
19:00 H. P. BALDWIN, General Passence

Prom Chambers at Depot. (For Twenty-thinger, see note below.)

9. m.—Chembers at Depot. (For Twenty-thinger, see note below.)

9. m.—Chembers and Chicaco Day Express. Drawing-room Oneshee
to Buffale and Silvening Conches (estimation.)

10:45 a. m.—Express Mail for Buffale and Niagara Falls. Sicoping
Conche to Numeroshou Bridge.

7. m.—Chaliry. Parile Repress to the West. Sicoping Conches
terough to Buffale, Niagara Falls. Cinciunati. St. Louis. Detroit, and
Chicago without change. ERIE RAILWAY.

berouch to Buffalo, Nagara Fals. Cincinnat. of South Chicago without change.

Frains leave for Port Jervis, 7:30, 18:30, 9, 9:15 and 10:45 a. m., 4:30, 18:30, no. 7 p. m. Middletown 7:30, 16:30, 19:15 and 10:45 a. m., 4:30, 18:30, and 7 p. m. Tae p. 10:45 a. m. and 4:30 p. m. Strains connect with New York and Oswero Midland Kalipout. And Kingston 18:30, 9 a. m. and 3:30 p. m. George, 45, 7:30, and Kingston 18:30, 9 a. m. and 3:30 p. m. George, 45, 7:30, no. Kingston 18:30, 9 a. m. and 3:30 p. m. George, 45, 7:30, p. m. Warvick 1:30, 10:45 a. m., and 4:30 p. m. Navburgh, p. m. Warvick 1:30, 10:45 a. m., and 4:30 p. m. Navburgh, 18:30, 9 and 10:45 a. m.; 3:29 and 4:30 p. m. Navburgh, 18:30, 9 and 10:45 a. m.; 3:29 and 4:30 p. m. Navburgh, 18:30, 9 and 11:30 p. m. Riderwood, Hobbart. Astendam and Ranneer's and 11:30 p. m. Paterson. 1:45 0:45, 6:45, 7:30, 8:30, 9; 10:45, 6:45, 7:30, 8:30, 19; 10:45, 6:45, 7:30, 8:30, 19; 10:45, 6:45, 7:30, 8:30, 19; 10:45, 6:45, 7:30, 8:30, 19; 10:45, 6:45, 7:30, 8:30, 19; 10:5, and 12:40 a. m.; 3:15, 4:45, 5:15, 6:10, and 12:45 a

11:30 Setorday nights only. Spring value, 5:50 and 4:30 a.m., and 4:45 s.m.

Norm.—Trains leaving Chambers-st. on even or nati bours leave
23d-st fiven manufect corrier than above time; trans leaving Chambers-st. on quarter hours leave 23d-st, thirty manufect carder. About
leave 23d-st. night 1:s.m. pand 11:30 p.m., connecting with trains
leaving thumbers st. at same hour. The 5:10 a.m. train starts
from Chambers-st. oil.

Traces- for passure and for anariments in Dearling-Room and Steeplay Caches can be obtained, and orders for the checking and transfor of
Sargare may be left at the Company's offices, 241, 520 and 957
Streak-st. 2 Courtest. Brooklyn and at the Company's logical
Enter-st trains from the West arrive in New York at 7:40 a.m., 2:40

mid 7:35 a.m.

and 7:55 p. 18.
Daily. JNO. N. ABBO 1 f. General Passenger Apent. CALL RIVER LINE

FOR BOSTON VIA NEWPORT AND FALL RIVER DAILY

(SUNDAYS EXCEPTED) AT 4 c.m.

From Pier 28 North River, tout of Marrayst.,

Steamers

Capt. A. G. SIMMONS.

Capt. B. M. SIMMONS.

The most direct route to Taunton. Middleberg, Pyrmouth. New-Bedlard Martin's Vinerari. Natuchet. Cape Cod. the WHITE MOUNTAINS, and all principal points in New-England and the Provinces. For Incests and Stateterons apply at 241 and 549 Broadway; Broadway, corser Twenty-timilest: Turi-days, and One-hundred-substitute-intes

Sees in the city.

BORDEN & LOVELL, Agenta
GEORGE L. CONNOR, General Pass-meer A ent,
O. C. S. B. Company

NEW-HAVEN, HARTFORD, &c. - Fare, NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD,—After Nov. 15, 1874, through trains will not form of Grand Central Debot.

8:00 s. n. Chicaro and Northern Repress, with drawing-room case through to Rechester and St. Alleans.

10::00 s. n. Special Chicaro Express, with drawing-room case through to Rechester and St. Alleans.

C. H. KENDRICK.

General Passeners Agest.

NEW-YORK. NEW-HAVEN AND HARTFORD R. R. NEW-YORK AND NEW-HAVEN DIVISION.—
Automa Arrangement, commencing year, 14, 1874. Passenger Stations in New-York, Grant Control Deport entrance on Forty-second-sin New-York, Grant Control Deport entrance on Forty-second-sin New-York, Grant Control Deport entrance on Forty-second-sin New-York, Grant Control Deport and Survey Res.

Trains for New-Haven bears at 7110 (Accin.), 8:05 (Rx.), 9:05 (Accin.), 10:00 a. m. (Et.), 12:00 m. (Accin.), 1:09 (Rx.), 3:00 (Rx.), 2:20 (Accin.), 4:38 and 5:15 (Local Rx.), 8:10 (Ex.), and 9:10 (Rx.), 9:5. Prop. South Norwalk, 7:10, 8:05, 9:05 a.m., 12:00 m., 1:00 (Rx.), 2:20, 3: 4:38, 5:15, 5:49 6:35, 8:10, 9:10 p. m. For Skanford, 7:10, 8:05 9:05, 10:10 a.m. 12:00 m., 1:00, 2:20 and 3:00 (Rx.), 2:55 4:35, 5:15, 5:40 6:35, 7:20, 8:10, 9:10 and 11:05 p.m., 5:55 4:35, 5:15, 5:40 6:35, 7:20, 8:10, 9:10 and 11:05 p.m., Bostoz Kropess via apringaried at 8:05 and 10 a.m., 3 and 8:10, p. m., via Suore Line at 1 and 9:10 p. m. The 8:05 a.m., 1:00, 3:00, 8:10 and 10:00 a.m. and 1:00 a.m. 20 and 3:00 g.m. Stamford. Sunday Boston Mail Trains at 7:00 p. m., via Springfield, at 9:10 p.

Ministry Doublen's:

Drawing-fourn cars on Day Express, and Sleeping Cars on Night Express Trains to purchased at Ticket Office of Company at Grand Control Trains of N. Y. Trainfer Co., 1944 Broadway, and Wington House, N. Y., and No. 1 Courted, Broady, who will also check bagging from residence to destination, check bagging from residence to destination. DHILADELPHIA, via LONG BRANCH and the NEW-JERSEY SOUTHEAN RALLROAD.

Fare from New York to Philadeighia only 32 25.

Commencing MONDAY Oct. 19, 1574, the new, staunch, and commencious steamboart JANE MOSELY and DAY NTAR, connecting aboatly Honk with all trains, will leave New-York from Pier S. N. R., foot of flector at.

9:45 s. m.—For Palmachia at Bridgeton.

4:00 p.m.—For Long Branch Toms River, Waretown, Barnegat, and Tuckerton.

WM. S. NNEDEN, General Manager.

WM. S. SNEDEN, General Manager PENNSYLVANIA RAILROAD.—THE GREAT TRUNK LINE AND UNITED STATES MAIL POUTE. Trains leave New-York, from foot of Destrosces and Cortland-sta, as

Express for Harrisburg, Pittsburgh, the West and South, with Pall-and Palace Cars attached, 9:30 s. m. 5 and 8:30 p. m. Sandar 5 and mae Palacet Cars attuched, 9:30 s. m. 5 and 8:30 h. m. Sandar 5 and 8:30 b. m. For Williamsport and Lock Haven, (vs. Pulta evit id. & Erie R. R. For, Connectuar at Philadelpina), 9:30 a. m.; for Williamsport, Lock Haven Corry and Erie 8:50 b. m., connecting at Corry for Titusville, For Ba'tmore, Washington, and the South, "Limited Washington Express of Por man Parior Cars daily, except Son.ac, at 9:30 a. m. a arrive in Washington at 4:10 b. m. Regular at 8:30 a. m.; 3 and 9 b. m. Express for Philadelpita, 7, 8:40, 9:30 a. m.; 12:30, 3, 4, 4:10, 4:10, 5:30, 8 m. and 12 night, Sudary, 3:30, 5, 4, 4:10, 4:10, 5:10, 5, 7, 8:30, 9 b. m. and 12 night, Sudary, 3:30, 5, 7, 8:30, 8 m. For Newark at 6, 8:30, 7, 7:30, 8, 0, 10, 11:30 p. m., and 12 night, Sudary, 3:20, 7, and 8:10 p. m. For Editabeth 6, 6:30, 7, 7:40, 8, 9, 10 a. m., 12 m., 1, 2, 230, 3:10, 3:40, 4:10, 4:30, 4:30, 4:20, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30 p. m., and 12 night, Sudary 5:20, 7, and 8:10 p. m. For Editabeth 6, 6:30, 4:30, 4:30, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30 p. m., and 12 night, Sudary 5:20, 7, and 8:10 p. m., 6, 6:30, 7, 8, 10, a. m., 12, 2, 233, 3:10

7.33. 8:10. 10. 11:30 p. m., and 12 night. Sender 5:20, 7. and 8:10 r. m.
9:10 r. m.
9:1

For Hightstown and Pemberton, 6a. m.

For Hightstown and Pemberton, 6a. m.

Tra as grive as follows: "Finan Pittsburgh, 6:55 and 11:20 a. m., and 10:35 p. m., daily; 10:15 p. m., and 74:0 p. m., daily; 10:15 p. m., and 74:0 p. m., daily; 10:15 p. m., and 74:0 p. m., daily; 10:15 p. m. and 10:27 p. m. Ticket Offices, 526 and 544 River p. m. Santary, 5:10, 6:20, 6:25, 10:15, 11:44 a. m. 2:10, daily, 6:25,

Office, No. 8 Batterr-place, D. M. BOYD, ir., Gen. Passesinger Agent.
Frank Thomson. General Manaret.

THE FLUSHING, NORTH SHORE, and
CENTRAL KAILROAD COMPANY.

Nhort route to Babylon. Barahore, Isip, Sayvilie, and Patchogun.
Leave Hunter's Point 7:00 a. u.—Barylon way train.
Leave Hunter's Point 2:00 p. m.—Patchogune mail train with parloc car attached.

Leave Hunter's Point 4:30 p. m.—Patchogune express train with parloc.

Leave Hunter's Point 4:30 p. m.—Fatchogune express train with parloc car attached.

Leave Hunter's Point 4:30 p. m.—Isip way train.

Leave Hunter's Point 6:30 p. m.—Isip way train.

Leave Hunter's Point 6:30 p. m.—Isip way train.

For particulars see bills and small time-tables. Also fee trains to and from Farmingfale. Central vars. Hyde Park, Hinsiale. and either stations. Ferry-boats is eave New-York, tote of James-sh.p, flast Breen, 30 minutes, and foot of Thirty-fourthest. East River, 15 minutes previous the departure of trains from Hunter's Point. The Leas wold and begrage checked at James-sho and Thirty-fourthest. offers. Suncar trains leave Hunter's Point for Great Nock. Hemmeded. Garden City, Patchagune, and all way stations at 97:30 a. m. and 4:00 p. m. For Pinching. Colon.

Leave Hunter's Point Great Care and a Munter-consulted stations at 81:0, 10:00.

TONINGTON Line for BOSTON and STONINGTON LINE for BOSTON and
The riaunch and commed ous steamers NARRAGANSETT. Teachars. Thursdays, Thursdays, and Saturdays, and Structures, and STONINGTON. Moodays, Wednesdays, and Fridays, from Pier 33 North River, book of Jayses, as all principal railroad offices, and state-rooms secured at the offices of Wescott Environ Co., and at 310 Broadway.

K. A. DE VEAU, Preight Agent. L. W. Filkins, Goo'l. Pass. Agent. D. S. BASCOUK. President.

D. S. BABCO-K. President
WICKFORD RAILROAD ROUTE TO NEWPORT, R. I.—Carrying the U. S. Mail.
Passengers for this line table 8:05 a.m. and 1 p. m. express trains
from Grand Central Depot. arriving at 4:20 and 8:20 p. m. Also on
Sundary 9:10 p. m. Sireping our express serving at Newport at 6

THEODORE WARREN, DANGE